

SAW THE TITANIC'S MASTHEAD LIGHTS

Third Officer of Californian So Reported, but Commander of Vessel's Experience Was Different.

SAW ROCKETS; DID NOTHING

Captain Lord Equivocates as to Fact That White Lights Are Used for Distress Signals, Calling Forth Protest from Lord Mersey.

London, May 14.—The Titanic board of inquiry spent today in endeavoring to ascertain whether the steamers from which the officers of the Leyland liner Californian saw rockets fired on the night when the Titanic went down was really that vessel. It will continue the investigation on the same lines to-morrow.

Sir Rufus Isaacs, Attorney General, indicated that there would be a material difference between the stories of the captain and his officers in regard to the steamer seen from the deck of the Californian during the night of the catastrophe.

Three officers of the Californian, Stanley Lord, the captain; Gibson, an apprentice, and Herbert Stone, the second officer, who was on the bridge at the time the rockets were fired, were examined by the court named. All of them insisted that the vessel could not have been the Titanic, being not so large as that vessel, but they were unable to answer the questions put to them and suggest which vessel it was, as they did not hear of any such afterward.

Lord Mersey, the president, remarked that the impression was on his mind that the steamer was the Titanic. Stanley Lord, captain of the Californian, however, said that he was sure the steamer was not the Titanic, but a vessel of about the size of the Californian.

Witnesses Excluded from Court

The other officers of the Californian were sent out of court during the examination of Captain Lord at the request of Sir Rufus Isaacs.

Asked whether the third officer of the Californian had not seen two masthead lights during the night, Captain Lord said the third officer told him so the next day, but both he (the captain) and the second officer saw only one masthead light.

Sir Rufus Isaacs explained that according to his information the Titanic was the only vessel in the vicinity on that night showing two masthead lights. Captain Lord continued that he had not been told that the deck lights of the vessel had disappeared. What the second officer of the Californian reported in the morning was that the vessel whose masthead light had been seen had stopped during the night, but had started again at about 1 o'clock and went off to the southwestward, her stern light being seen at 2 o'clock.

Lord Mersey: "That was the time when the Titanic went down, and nothing has been heard of the steamer you saw since that time."

Captain Lord replied "That's so," and continued:

It was reported in the morning that the steamer which had been seen during the night had fired several rockets, but I saw only one. I thought it might have been a company signal or an acknowledgment of the Californian's distress signals, by which we had been trying to communicate with the steamer. If it had been distress signals, I should have heard the reports of the rockets, as the vessels were only five miles apart. I did not hear that the Titanic had sunk until the morning. At the time I thought, as she was reported to be fifteen miles away, we might have seen her sinking.

Continuing his testimony Captain Lord said that both the apprentice and the second officer who were on the bridge during the night told him in the morning that they had called him during the night and had reported that a vessel near by had been firing rockets and that he had answered their calls. He himself, however, could not remember doing so, and in the morning asked the second officer why he had not been called. The officer replied that he would have called the captain himself if he had thought that the rockets were distress signals. The second officer said emphatically that the lights were not distress signals.

Must Have Been Half Asleep.

Captain Lord repeated his evidence given at Washington in regard to warning the Titanic of the presence of ice and stopping his steamer on that account. He also recounted that the second officer and the apprentice both told him the next day that they had called him and informed him that a vessel was firing rockets and that he had replied when he was called. He asserted, however, that he must have been half asleep, as he could not remember receiving the messages.

Captain Lord would not admit that the rockets fired were distress signals. He thought they might have been company signals. Counsel for the White Star Line pointed out, however, that the firing of rockets of any kind at night was an indication of distress.

Upon getting up the next morning and hearing of the rockets Captain Lord said he had the wireless operator called and then heard that the Titanic had sunk. From the wreckage met by the Californian afterward, he said his vessel must have been thirty-two miles from the Titanic when she went down.

According to the apprentice, Captain Lord, when he was called, asked if the lights were white ones.

Sir Rufus Isaacs—Why would you ask that question?

Captain Lord—Because the company signals are made with colored lights.

Sir Rufus Isaacs—Then white lights are distress signals?

Captain Lord—Some companies use white lights.

Lord Mersey and Sir Rufus Isaacs protested that the captain was not doing himself justice.

Captain Lord in reply to his own counsel said: "While it would be dangerous to go through ice, if I had known the Titanic was sinking I should certainly have done so, although I do not believe I could have reached her in time."

Positive It Was Not Titanic.

Asked by Sir Rufus Isaacs whether he felt quite comfortable in mind in reference to his action when he heard that the Titanic had sunk, the witness replied that he thought they ought to have seen her signals. That was the only thing that worried him. He was positive, how-

ever, that the vessel they saw was not the Titanic, as he said, it would be impossible to mistake her.

Allen Edwards, who is a member of the House of Commons and a barrister, examined Captain Lord in regard to a wireless message received from the Titanic telling the Californian to "shut up," and asked him whether he and his officers were not offended by that message.

Witness replied that they did not discuss it.

Captain Lord denied he had told the United States Senatorial commission that he had ordered the operator at 1 o'clock to call the Titanic. If the operator had been called he would have heard the Titanic's messages. In reply to Lord Mersey witness said there was no reference in the log to a "mysterious ship."

Lord Mersey requested Captain Lord to give the address where he could be found until the Californian sailed again.

Second Californian Witness

Gibson, an apprentice on the Californian, who was on the bridge of the disaster, told of seeing the lights and rockets of a vessel and of trying to signal her by means of Morse signals, and having reported the matter to the captain. He said he could not see the outlines of the steamer, which was lying near by, but only the glare of her lights.

Lord Mersey: "Would not the glare of her lights indicate that the vessel was a passenger steamer?"

The witness did not reply to the question, but said that while watching the steamer, which was firing rockets, the second officer remarked that the steamer was not firing rockets at sea for nothing, and that she appeared to be very queer out of the water and seemed to have a heavy list to starboard.

Asked what he meant by his statement that the vessel appeared to be "very queer out of the water," witness replied that the vessel's red light seemed to be higher out of the water than when she was first seen.

Lord Mersey: "That would show that she had a list to starboard."

Gibson continued that the aft lights also seemed higher, but there was nothing about the vessel resembling a passenger steamer. He did not think the vessel was exactly in distress, but was in trouble of some sort. He thought she was a tramp steamer.

Lord Mersey: "Would you expect to see the glare of the light of a tramp steamer?"

Witness: "Yes."

Gibson told of his reporting the firing of rockets to Captain Lord, a report which he did not remember receiving. Gibson said that the captain was awake.

Witness further testified that at 3:40 o'clock, long after the Titanic had sunk, he saw another rocket.

Saw Lights Five Miles Away.

Herbert Stone, second officer of the Californian, who next took the stand, said that when he took the watch he could see the masthead and red lights, and a few indistinct lights of a steamer about five miles away. Later the vessel fired eight white rockets.

"Were they distress signals?" A—They might have been anything. The steamer might have been communicating with some other vessel giving a warning of icebergs or trying to reply to the Californian's Morse signals.

Q—Did it occur to you that they were distress signals? A—After I heard that the Titanic had gone down it occurred to me that they might have been distress signals, but still I did not believe that they came from that vessel, but from a smaller vessel which was near.

Lord Mersey: "What did you think rockets were being sent up for?"

Stone thought that a ship was in trouble, but that she steamed away. He told the captain. The rockets might have come from a steamer further away than the one they saw, although at the same time as the steamer steamed away it was evident they came from her. The steamer just faded away. She did not go out of sight as if she were sinking. When he remarked that the vessel looked "queer" he referred to the lights which were changing.

Lord Mersey: "You want us to understand that notwithstanding the rockets neither you nor Gibson thought there was anything the matter with the ship?"

Answer: "No."

Later in the morning the witness said that he saw another steamer, and the first officer remarked: "There's that steamer. She's all right."

Gibson said he had replied that it was not the same steamer.

Counsel for the Board of Trade: "Why should the first officer have said that? Did you say anything to him to suggest that the steamer had sunk?"

Answer: "No."

Witness was further questioned in regard to the rockets.

Lord Mersey—Did not the very thing happen that you had been taught indicated distress?

Lord Mersey—We need not press the matter further.

Counsel for the White Star Line asked that the cross-examination of Hendrickson, who had mentioned Sir Cosmo Duff Gordon in his evidence, be postponed until the Duff Gordons could attend and have an opportunity to make a statement.

There was considerable increase of interest in the inquiry on the part of the public to-day. This was due to the belief that J. Bruce Ismay, the general manager of the White Star Line, would be present. The body of the hall and the galleries were well filled, the seats being occupied chiefly by women.

Captain Lord of the Californian told the Senate committee in Washington that he had seen rockets on the night of April 14-15, but that they were fired by a mysterious stranger which was in plain sight of the Californian for a considerable part of the night; that they were not distress rockets, and that his ship was between 20 and 25 miles from the point where the Titanic sank.

He said that his wireless operator went off duty at 11:15 p. m., and that had he a wireless operator on duty when the Titanic sent out her call he would certainly have heard it and the Californian could have reached the scene of the disaster within two and one-half hours. The Titanic's first signals for aid were sent out at 10:25 o'clock. It was not till his operator went on duty at 5 a. m. on Monday, said Captain Lord, that he learned that the Titanic had foundered. He said he steamed to the scene immediately, and arrived as the Carpathia was picking up the ill-starred ship's last boat. He steamed around the spot for about two hours, he said, but saw no bodies.

Cyril F. Evans, the Californian's wireless operator, said he had communicated with the Titanic during the evening of the disaster, and that he had warned her of the presence of ice. Early on Monday, he said, he was awakened by the fourth officer, who said to him: "There's a ship firing rockets in the night. Please see if there is anything the matter." He went to his instruments and learned of the Titanic's fate. Evans said the fourth officer told

him he had used the Morse signals in an effort to answer the rockets during the night, but had been unsuccessful in getting any response. Captain Lord had testified that his chief officer had told him the same thing.

This same day of the hearing Ernest Giff, second donkey engineer of the Californian, testified that the Titanic's signals were plainly seen, and that Captain Lord was informed three times of the fact. The Californian, meanwhile, he said, was lying on an account of the ice.

BRUCE ISMAY GIVES \$50,000

Fund Started to Provide Pensions to Widows of Seamen.

Liverpool, May 14.—J. Bruce Ismay, managing director of the White Star Line, has contributed \$50,000 and Mrs. Ismay \$2,000 as the nucleus of a fund which Ismay suggests that the Earl of Dufferin, who is Lord Mayor of Liverpool, should initiate in order to provide pensions for widows of seamen who lose their lives while serving in vessels of the British mercantile marine.

FOURTH HEARSE SHIP READY

The Algerine Chartered to Search for Bodies of Titanic's Victims.

Halifax, N. S., May 14.—The White Star Steamship Line has chartered the steamer Algerine, of Newfoundland, to operate in conjunction with the Canadian government steamer Montserrat, which landed three bodies at Rutsberg yesterday, and sailed to renew the search for bodies of other Titanic victims.

The Algerine will sail from St. John's, Newfoundland, to-morrow, with orders to continue the search as long as there is the slightest possibility of finding a body. Fifty coffins will be carried on board. The bodies landed by the Montserrat will be brought here to-morrow.

TITANIC LIGHTHOUSE FUND

J. P. Morgan & Co. Announce New Subscriptions—Total Is \$3,716.50.

J. P. Morgan & Co. announce that they have received the following additional subscriptions for the Lighthouse Memorial to those lost on the steamship Titanic:

Mrs. Cleveland H. Dodge, Hathaway, Smith, Fields & Co., N. Y. \$100.

Mrs. Corneille A. Beck, N. Y. \$50.

Mrs. John J. Riker, N. Y. \$25.

Mrs. James J. Higgins, N. Y. \$25.

Mrs. John A. Macdonald, N. Y. \$25.

Mrs. William R. Peters, N. Y. \$25.

Mrs. Arthur W. Kane, N. Y. \$25.

Mrs. W. G. Miller, N. Y. \$25.

Mrs. Robert M. Thompson, N. Y. \$25.

Mrs. A. Augustus Healy, N. Y. \$25.

Mrs. John G. Gibbs, N. Y. \$25.

Mrs. George B. Case, N. Y. \$25.

Mrs. Caroline T. Lawrence, N. Y. \$25.

Mrs. Florence Wickham, N. Y. \$25.

Mrs. Van Rensselaer, N. Y. \$25.

Mrs. Alexander Van Rensselaer, N. Y. \$25.

Mrs. A. A. Frothingham, N. Y. \$25.

Mrs. Bennett and Mrs. Underhill, N. Y. \$25.

A. L. Mills, N. Y. \$25.

Mrs. F. N. Strong, N. Y. \$25.

Mrs. A. E. Putnam, N. Y. \$25.

Mrs. A. Blane, N. Y. \$25.

Total \$3,716.50.

Previously acknowledged \$2,087.50.

Grand total \$5,804.00.

WANT TITANIC MEMORIAL

Prominent Men Meet Mayor to Discuss Honoring Heroes.

Bishop David H. Greer, Joseph H. Choate, President John H. Finley of the College of the City of New York, Henry Clews and Rabbi Joseph Silverman met with Mayor George B. Sweeney yesterday to consider a suggestion that some sort of permanent memorial be erected in honor of those who perished when the Titanic went down.

Bishop Greer urged that the memorial be something of beauty, rather than mere utility, something symbolic of heroism. At the suggestion of Mr. Choate, the Mayor will appoint a committee of thirty to take up the project.

The holding of a public meeting in this city on some date when President Taft, who has evinced a great interest in the project, may be present is one of the plans under consideration.

C. L. Riker suggested to the Mayor by letter yesterday that a fine memorial would be a lighthouse, equipped with a powerful light, to warn mariners away from some particularly dangerous reef.

ICE STILL A DANGER TO SHIPS

Ryndam Reports Seeing Bergs on Three Occasions in One Day.

Two steamers in yesterday from Europe reported that Arctic ice was still a danger to vessels, even though they sailed the long course, two hundred miles to the south of where the Titanic sank. The Holland-American liner Ryndam sighted bergs on the 11th, 12th and 13th of last Friday, when six days out from Rotterdam.

Captain James Blake of the Anchor Line, California, reported that he laid to all Thursday night in a dense fog off the Banks. He saw no ice during the voyage, he said, but deemed it safer not to run any chance in the unpropitious weather. The California reached her pier a day behind schedule on this account.

WILLS OF TWO TITANIC VICTIMS.

The will of George Rosenheim, one of the passengers of the Titanic, was filed yesterday in the Surrogate's office. The affidavit of his brother, Albert A. Rosenheim, said the testator's body was one of those picked up by the steamer Mackay-Bennett, which was left at Mount Sinai Hospital, the Montefiore Hospital and the Hebrew Orphan Asylum \$150 each and gave the rest of his \$150,000 estate to members of his family.

Edwin M. Foreman took out letters of administration yesterday on the estate of his brother, Benjamin L. Foreman, who also lost his life in the sinking of the Titanic. The value of the estate of Mr. Foreman, who left no will, was placed at more than \$10,000.

ASTOR WILL SATISFACTORY.

It was announced yesterday by a representative of the Astor family that there was no truth in the story that William H. Force was dissatisfied with the provisions made for his daughter Madeleine, the widow of Colonel Astor. He said every one concerned was satisfied with the will and that, moreover, the antenuptial agreement entered into by Colonel Astor and Miss Force precluded any suit.

STILL MORE TITANIC FUND.

Mayor Gaynor received yesterday \$200 for the fund that he is raising for the relief of the Titanic sufferers. Of that amount \$127.25 was received from Seattle with the information that it had been raised at a public meeting there. The total amount of the Mayor's fund now amounts to \$120,445.92.

SUNDAY'S NEW-YORK TRIBUNE

Mailed anywhere in the United States for \$2.50 a year.

him he had used the Morse signals in an effort to answer the rockets during the night, but had been unsuccessful in getting any response. Captain Lord had testified that his chief officer had told him the same thing.

This same day of the hearing Ernest Giff, second donkey engineer of the Californian, testified that the Titanic's signals were plainly seen, and that Captain Lord was informed three times of the fact. The Californian, meanwhile, he said, was lying on an account of the ice.

BRUCE ISMAY GIVES \$50,000

Fund Started to Provide Pensions to Widows of Seamen.

Liverpool, May 14.—J. Bruce Ismay, managing director of the White Star Line, has contributed \$50,000 and Mrs. Ismay \$2,000 as the nucleus of a fund which Ismay suggests that the Earl of Dufferin, who is Lord Mayor of Liverpool, should initiate in order to provide pensions for widows of seamen who lose their lives while serving in vessels of the British mercantile marine.

FOURTH HEARSE SHIP READY

The Algerine Chartered to Search for Bodies of Titanic's Victims.

Halifax, N. S., May 14.—The White Star Steamship Line has chartered the steamer Algerine, of Newfoundland, to operate in conjunction with the Canadian government steamer Montserrat, which landed three bodies at Rutsberg yesterday, and sailed to renew the search for bodies of other Titanic victims.

The Algerine will sail from St. John's, Newfoundland, to-morrow, with orders to continue the search as long as there is the slightest possibility of finding a body. Fifty coffins will be carried on board. The bodies landed by the Montserrat will be brought here to-morrow.

TITANIC LIGHTHOUSE FUND

J. P. Morgan & Co. Announce New Subscriptions—Total Is \$3,716.50.

J. P. Morgan & Co. announce that they have received the following additional subscriptions for the Lighthouse Memorial to those lost on the steamship Titanic:

Mrs. Cleveland H. Dodge, Hathaway, Smith, Fields & Co., N. Y. \$100.

Mrs. Corneille A. Beck, N. Y. \$50.

Mrs. John J. Riker, N. Y. \$25.

Mrs. James J. Higgins, N. Y. \$25.

Mrs. John A. Macdonald, N. Y. \$25.

Mrs. William R. Peters, N. Y. \$25.

Mrs. Arthur W. Kane, N. Y. \$25.

Mrs. W. G. Miller, N. Y. \$25.

Mrs. Robert M. Thompson, N. Y. \$25.

Mrs. A. Augustus Healy, N. Y. \$25.

Mrs. John G. Gibbs, N. Y. \$25.

Mrs. George B. Case, N. Y. \$25.

Mrs. Caroline T. Lawrence, N. Y. \$25.

Mrs. Florence Wickham, N. Y. \$25.

Mrs. Van Rensselaer, N. Y. \$25.

Mrs. Alexander Van Rensselaer, N. Y. \$25.

Mrs. A. A. Frothingham, N. Y. \$25.

Mrs. Bennett and Mrs. Underhill, N. Y. \$25.

A. L. Mills, N. Y. \$25.

Mrs. F. N. Strong, N. Y. \$25.

Mrs. A. E. Putnam, N. Y. \$25.

Mrs. A. Blane, N. Y. \$25.

Total \$3,716.50.

Previously acknowledged \$2,087.50.

Grand total \$5,804.00.

WANT TITANIC MEMORIAL

Prominent Men Meet Mayor to Discuss Honoring Heroes.

Bishop David H. Greer, Joseph H. Choate, President John H. Finley of the College of the City of New York, Henry Clews and Rabbi Joseph Silverman met with Mayor George B. Sweeney yesterday to consider a suggestion that some sort of permanent memorial be erected in honor of those who perished when the Titanic went down.

Bishop Greer urged that the memorial be something of beauty, rather than mere utility, something symbolic of heroism. At the suggestion of Mr. Choate, the Mayor will appoint a committee of thirty to take up the project.

The holding of a public meeting in this city on some date when President Taft, who has evinced a great interest in the project, may be present is one of the plans under consideration.

C. L. Riker suggested to the Mayor by letter yesterday that a fine memorial would be a lighthouse, equipped with a powerful light, to warn mariners away from some particularly dangerous reef.

ICE STILL A DANGER TO SHIPS

Ryndam Reports Seeing Bergs on Three Occasions in One Day.

Two steamers in yesterday from Europe reported that Arctic ice was still a danger to vessels, even though they sailed the long course, two hundred miles to the south of where the Titanic sank. The Holland-American liner Ryndam sighted bergs on the 11th, 12th and 13th of last Friday, when six days out from Rotterdam.

Captain James Blake of the Anchor Line, California, reported that he laid to all Thursday night in a dense fog off the Banks. He saw no ice during the voyage, he said, but deemed it safer not to run any chance in the unpropitious weather. The California reached her pier a day behind schedule on this account.

WILLS OF TWO TITANIC VICTIMS.

The will of George Rosenheim, one of the passengers of the Titanic, was filed yesterday in the Surrogate's office. The affidavit of his brother, Albert A. Rosenheim, said the testator's body was one of those picked up by the steamer Mackay-Bennett, which was left at Mount Sinai Hospital, the Montefiore Hospital and the Hebrew Orphan Asylum \$150 each and gave the rest of his \$150,000 estate to members of his family.

Edwin M. Foreman took out letters of administration yesterday on the estate of his brother, Benjamin L. Foreman, who also lost his life in the sinking of the Titanic. The value of the estate of Mr. Foreman, who left no will, was placed at more than \$10,000.

ASTOR WILL SATISFACTORY.

It was announced yesterday by a representative of the Astor family that there was no truth in the story that William H. Force was dissatisfied with the provisions made for his daughter Madeleine, the widow of Colonel Astor. He said every one concerned was satisfied with the will and that, moreover, the antenuptial agreement entered into by Colonel Astor and Miss Force precluded any suit.

STILL MORE TITANIC FUND.

Mayor Gaynor received yesterday \$200 for the fund that he is raising for the relief of the Titanic sufferers. Of that amount \$127.25 was received from Seattle with the information that it had been raised at a public meeting there. The total amount of the Mayor's fund now amounts to \$120,445.92.

SUNDAY'S NEW-YORK TRIBUNE

Mailed anywhere in the United States for \$2.50 a year.

Republican Heads Fall

In State Tax Office